

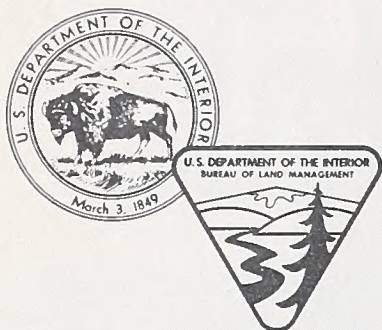
Our Public Lands

WINTER 1975



WHITE WATER RAFT STORY—Page 15

Also: THE VOICE OF THE WAMCATS



U.S. DEPARTMENT OF THE INTERIOR
Rogers C. B. Morton, Secretary

BUREAU OF LAND MANAGEMENT
Curt Berklund, Director

As the Nation's principal conservation agency, the Department of the Interior has basic responsibilities for water, fish, wildlife, mineral, land, park, and recreational resources. Indian and Territorial affairs are other major concerns of America's "Department of Natural Resources."

The Department works to assure the wisest choice in managing all our resources so each will make its full contribution to a better United States—now and in the future.

OUR PUBLIC LANDS, the official publication of the Bureau of Land Management, U.S. Department of the Interior, is issued in January, April, July, and October.

Sam Stafford, Editor

For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Single Copy, 75 cents. Subscription price, \$3.00 a year; 75 cents additional for foreign mailing.

The printing of this publication was approved by the Office of Management and Budget, February 6, 1973.

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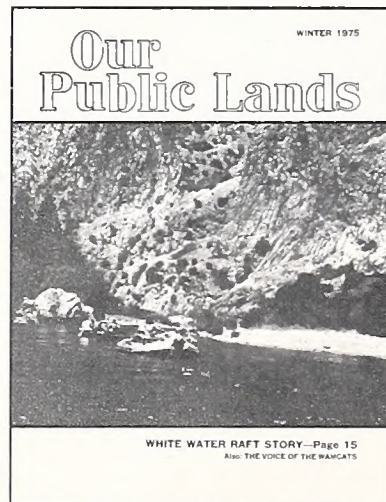
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WINTER 1975
Vol. 25, No. 1

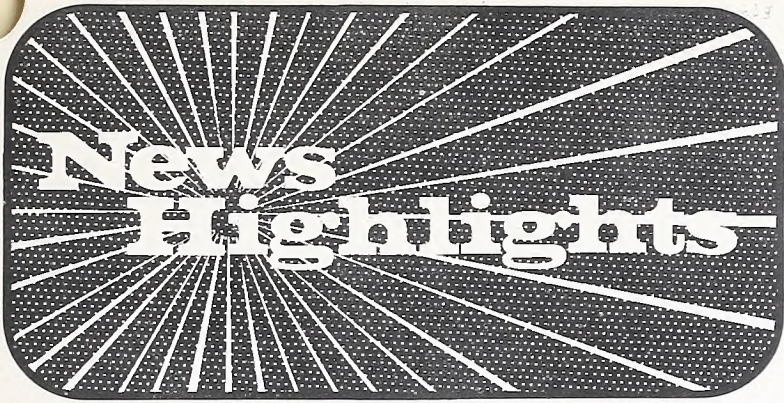
Our Public Lands

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Limestone cliffs along the Stanislaus River make a fitting back drop for whitewater boating. BLM employee Dick Harlow and his family of four spent their vacation floating the river with a commercial outfitter. They tell their story in this issue, beginning on page 15.



Interior Moves Ahead With Oil and Gas Leasing on the Outer Continental Shelf

Since August the Department has moved ahead with proposals to lease portions of the Outer Continental Shelf for the development of its oil and gas resources.

- On August 12, 1974, Secretary Rogers C. B. Morton announced that 297 tracts totaling approximately 1.6 million acres off the coast of Southern California have been selected for further environmental study before the Department reaches any decision that would lead to an oil and gas lease sale in the summer of 1975.
- On August 29, 1974, the Department of the Interior released a draft environmental impact statement pertaining to a proposed oil and gas lease sale of 551 tracts off the coast of Texas. Hearings were held on the draft statement in Corpus Christi, Tex., on September 26, 1974. A final environmental impact statement was issued on November 6.
- On October 18, 1974, a list of 590 offshore tracts being considered for an oil and gas lease sale (OCS No. 38) was made available to the industry and the public. The tracts were off the coast of Texas and Louisiana and covered 2.9 million acres. A draft environmental statement concerning the sale was issued on December 20, 1974. A hearing on the draft environmental statement was held in New Orleans on January 21.
- October 21, 1974, the Department of the Interior released a draft of a proposed plan to accelerate oil and gas leasing on the Outer Continental Shelf. The draft statement considered the environmental impact of opening new or frontier areas of the Outer Continental Shelf to oil and gas leasing. Among the new areas being considered are the Atlantic Coast and the Gulf of Alaska. Hearings on the draft statement

were held in Los Angeles, Calif., Anchorage, Alaska, and Trenton, N.J.

- On November 14, the Department of the Interior released a tentative leasing schedule for proposed Outer Continental Shelf oil and gas lease sales through December 1978. The tentative schedule projects possible sales in several frontier areas.
- On November 26, the Department called for nominations of tracts in the Gulf of Alaska that should be offered for an oil and gas lease sale (OCS No. 39) tentatively scheduled for late 1975. At the same time the Department asked the general public, State agencies, and other interested parties to identify tracts that should not be offered because of conflicting resource values.
- The Department of the Interior held a series of meetings to gather suggestions and comments concerning the environmental impact of two proposed natural gas pipeline systems to bring natural gas from Alaska's North Slope to the lower United States. The pipeline proposals requesting rights-of-way permits and certificates of public convenience were filed with the Federal Power Commission or the Department of the Interior by the Alaska Arctic Gas Pipeline Co. and El Paso Natural Gas Co. The meetings were held in Anchorage, Alaska, on January 10; in Fairbanks, Alaska on January 8; in Juneau on January 6; in Sacramento, Calif., Billings, Mont., and Chicago, Ill., on January 9 and in Washington, D.C. on January 7.
- December 17, 1974, the Department of the Interior asked for information bearing on tracts off the coast of Alaska in the Bering Sea that should be offered in an oil and gas lease sale proposed for the fall of 1976. In addition to asking the oil and gas industry to nominate those tracts it would like to see offered, other interested agencies were asked to identify tracts that should not be offered for leasing.
- The Department of the Interior has accepted lease

bids on 176 tracts offered in two offshore sales. In a sale held on July 30, the Department accepted high bonus bids on 19 tracts in the Gulf of Mexico totaling \$30,236,800. At the same time the Department rejected high bonus bids amounting to \$46,380,845 offered for 30 tracts also offered in the sale.

A sale held on October 16, 1974, brought high bonus bids of \$1,427,242,454 for oil and gas lease rights on 136 offshore tracts. The October sale was unique because the Department offered on an experimental basis ten tracts for royalty bidding. Bids were received on 8 tracts. No royalty bids were rejected. The highest royalty bid was offered for tract 25 amounting to 82.165 percent of the value of all oil and gas produced at well head. In addition tract 25 brought a fixed bonus payment of \$125,000.

Interior Releases Final Impact Statement on Development of Coal Resources in the Eastern Powder River Basin of Wyoming

The Department of the Interior announced that a final environmental statement concerning applications for approval of four coal mining plans and the construction of a new railroad in northeastern Wyoming was made available to the public on October 21.

The statement reflects the comments and new information received during the 45-day comment period following the release of a draft statement on May 31, 1974. Public hearings were held in Casper, Cheyenne, and Gillette, Wyo., to solicit comments on the plan in May. The final environmental statement was prepared jointly by the Departments of Interior and Agriculture and the Interstate Commerce Commission.

Interior Releases Tentative Schedule for Geothermal Steam Leasing

On November 27, 1974, Interior published a tentative schedule calling for 16 competitive geothermal steam lease sales in fiscal year 1975 and 10 sales in 1976 in the Federal Register. Each sale involves between 10,000 and 30,000 acres.

Geothermal steam, produced when water comes into contact with heated rocks far below the surface of the earth, is considered a clean source of energy and is

used for electrical generation, space heating, and other heat-related uses.

BLM Issues Range Report on National Resource Lands

BLM has issued a report to Congress about grazing on National Resource Lands. The report shows that the public range reached a critical point of decline at about the time the Taylor Grazing Act was passed in 1934 and that subsequent management of grazing has slowed the rate of decline. However, management programs have failed to stabilize range conditions or reverse the trend except on 25 million acres now under intensive management. According to the report, 17 percent of public grazing land is in satisfactory condition and 83 percent is producing below its potential.

Wild Horses in the News

The Federal District Court for the District of Columbia has ruled that the Idaho State Brand Inspector acted within his authority when he ruled that horses rounded up from Federal land near Howe, Idaho, in 1973 were private property.

The suit questioning the Brand Inspector's right to make the decision had been brought by the American Horse Protection Association, the Humane Society of the United States, and Mrs. Paul M. Twyne.

The roundup had attracted national attention when charges were made that the roundup was in violation of the Wild Free-Roaming Horses and Burros Act of 1971. Both BLM and the Forest Service had investigated the roundup after charges were made.

Four wild horses rounded up from National Resource Lands in the East Kiger Gorge Resource Area in south central Oregon were awarded to the custody of Mr. Millard A. Oland of Damascus, Md. After a 2,877 mile trip, the horses arrived in Damascus on October 22, 1974. The horses were rounded up with other wild horses under a provision of the Wild Free-Roaming Horses and Burros Act of 1971 which authorizes the Bureau of Land Management to roundup and place horses in the care of private organizations or individuals as a means of population control.

The roundup was held because of the deterioration of forage on both public and private land in the East

(Continued on page 22)



The first class of desert rangers graduated on July 26, 1974. These rangers will be assigned to help protect a fragile desert ecology, and to provide information and help to desert visitors.

RANGER GRADS

BLM Rangers will provide assistance to desert visitors

THERE'S A NEW breed of ranger who chooses a dry barren terrain for his habitat rather than the mountains and forests where others who follow his profession spend their days.

Combing the 12 million acres of BLM desert land in California, the new ranger helps protect the desert's fragile ecosystem and gives service to the many visitors who in recent years and in increasing numbers have chosen the desert instead of the woodsier areas for days of recreation.

MICKI SMITH

Public Contact Specialist
BLM Riverside District, Riverside, Calif.

A class of 26 of these desert rangers was recently graduated from the first training course for rangers assigned to the Bureau of Land Management.

The new rangers participating in the 5-week course came from diverse educational backgrounds so that collectively they could minister to complex desert needs. Among them are geologists, zoologists and other natural scientists, archaeologists and outdoor recreation planners. Both men and women are represented on the new force.

In their training, they learned about the people who visit the desert and how to give them information and protection. They also learned some first aid, and some basics of law enforcement, and they also studied about the desert, its lands, minerals, and its dangers.

In the evenings the new rangers met with people who use the desert—Sierra Club members, Gems and Minerals Societies, motorcyclists, four-wheel drive clubs, and dune buggy enthusiasts among them.

BLM first recognized that its desert land was attracting an influx of visitors in 1968. Perhaps the surface starkness seemed salubrious in contrast to the increasingly busy environment surrounding them at home; perhaps an awakened popular interest in environmental matters sparked enthusiasm for the desert; perhaps new dependability of transportation allayed age-old fears that survival itself is difficult in the desert. For whatever reason, in 1968 the California desert supported an estimated 4.9 million visitor days. By 1970 there were 7 million. In 1971 there were 13.2 million. There are no signs that the desert's popularity is slacking off, and even the gasoline shortage has had little if any effect. The Bureau predicts by the year 2000 there will be 50 million visitor days.

With proper management 50 million visitors could be accommodated, but proper management poses problems. Visitors come to the desert for different reasons—some to look, some to play, some to ride off-the-road vehicles. Sometimes the visitors interfere with each other simply because they are there for different reasons.

Visitors' interests are not the only considerations to be taken into account in desert management. The Mineral Leasing Act and the Taylor Grazing Act protect certain interests on Government lands. Mineral resources of the California desert yield \$170 million annually. Nearly 25,000 cattle and 140,000 sheep graze on the Mojave Desert yielding annual grazing fees of \$575,000.

The desert rangers will oversee protection of other desert resources which concern neither revenue nor recreation. There are more than 200 vertebrate animal species who make the desert their home—quail, dove, chukar partridges, and other birds. The rare Mojave chub fish live in desert springs with other aquatic species.

There are more than 700 species of flowering plants in the desert and 217 of these are found nowhere else in the world.

Giant intaglios, the rarest type of prehistoric art, grace the desert terraces and the area is unique for its petroglyphs, pictographs and archaeological resources.

Preservation of these natural and historical resources will be a part of the rangers' job.

BLM is charged with managing its Natural Resource Lands for these many purposes as a result of legislation including the Classification and Multiple Use Act of 1964. It called for an inventory of the National Resource Lands of the California Desert in order to determine which should be retained under Federal ownership. Most of these lands were classified for retention and multiple use management.

The first desert ranger then was hired by the Bakersfield (CA) office in June, 1972. The Riverside (CA) office soon followed suit. By the end of 1973 there were 12—one ranger per each million acres.

Then in November 1973, in response to an Executive order, the Interim Critical Management Program for Recreational Vehicle Use on the California Desert became effective, directing that programs be set up to manage the growing off-the-road vehicle use on BLM desert lands. One ranger per million acres was not going to be enough to keep the desert in shape, provide services to visitors and administer this program too.

Early in 1974 the recruitment began for new college graduates. Some experienced rangers from other areas also were chosen for the training.

Now on the job, these rangers oversee off-the-road vehicle use but only as a limited part of their responsibilities. They need to revegetate some areas, identify archaeological sites, and upgrade soils, and they are building fences around dangerous old abandoned mineshafts.

As the desert ranger program thrives the rangers have moved to other areas. BLM has desert lands in Arizona, New Mexico, Utah, Oregon, Nevada, Idaho, Montana, Colorado, and Wyoming. □



First Work, Then Play

There were more people than trees along this portion of the west slope of the Stansbury Range. They planted 16 thousand Bitterbrush seedlings to rehabilitate a burned area of the National Resource Lands.

(Inset) Some of the young workers dig holes in rocky terrain while others place the Bitterbrush seedlings along the west slope of the Stansbury range.

They planted 1,600 bitterbrush seedlings

THROUGH THE COMBINED efforts of more than 1,000 people, the planting and reseeding of one burned-over area along the west slope of the Stansbury Range (in Utah) has been completed.

After lightning-caused fire destroyed some 1,500 acres of winter range south of Timpie Junction last summer, it was reseeded from helicopter by the Salt Lake District No. 1 Advisory Board of the Bureau of Land

By ROY H. LAURITZEN*

(*Reprinted by permission from the Utah Sports News.)



Members from the Beehive, Wasatch, Datas, Intermountain, West Valley, Aspen and Segetta Clubs treated the workers with a demonstration of archery. Safety was stressed.

(Above left) A young worker examines a homemade 4 mm cannon. The cannon has a rifled barrel and shoots a 1½ pound lead slug ahead of 115 grains of black powder. During the demonstration, the cannon was sighted in for about 12,000 yards.

(Lower left) A rifleman in fringed buckskin prepares to demonstrate his skill with a 50 caliber Hawkins muzzle loader.

Management and the State Fish and Wildlife Department.

They broadcast about 8,000 pounds of crested wheat, clover, and Russian rye along with several other varieties of seeds across the area to rehabilitate the range as quickly as possible.

Sheep were then driven back and forth through the area several times to get the seed trampled into the ground before it could be carried away by the winds.

Then member groups of the Utah Recreational Land User's Committee, together with boys from 31 Scout Troops from Salt Lake and Tooele Counties, and officials from BLM and State Fish and Wildlife Department finished the project.

Amidst the din and commotion created by more than 400 Boy Scouts, and the banging and clanking of shovels, they managed to plant 16,000 bitterbrush seedlings, representing four species, literally by hand.

"Money for these plants was donated by various affiliate groups of sportsmen of the Utah Land User's Committee," according to Rex Wilden, group chairman. "This was the first project of its kind in the state," he went on to say.

Not only will the reseeding and planting of this burned area provide the needed ground cover to prevent

soil erosion, these particular varieties of plant life are essential to the preservation of wildlife in the area as well.

When it's available, an adult deer will eat on the average of 6½ pounds of food per day. And the specific type acid found in these bitterbrush plants is an important factor in the deer's digestive processes.

There was a great deal more to the project, however, than just blisters and the clanking of shovels. After the planting was completed, there was time for recreation and loads of good piping hot chocolate for those with enough strength left to enjoy it.

As a climax to the event, Mountain Men of the Wasatch created copious quantities of dust, smoke, and noise with their black powder firearms for the enthralled younger generation. And many of the not-so-young bystanders were also eager to get into the act.

Not to be outdone, of course, were Beehive Wasatch, Datas, Intermountain, West Valley, Aspen, and Segetta Archery Clubs. They also demonstrated their prowess with modern versions of ancient weaponry.

Many families arrived the night before with tents and campers, and made the entire affair an enjoyable weekend outing for the entire family. □

*Lt. Billy Mitchell helped make it possible for
Alaskans to talk to the rest of the world*

THE VOICE OF THE WAMCATS

YESTERDAY WE NEEDED some information available only from our Alaska Office. Somebody picked up the telephone and 15 minutes later the information was in our files. Today, talking to Alaska is a bit more complicated than dialing a friend in a neighboring county—but not much more.

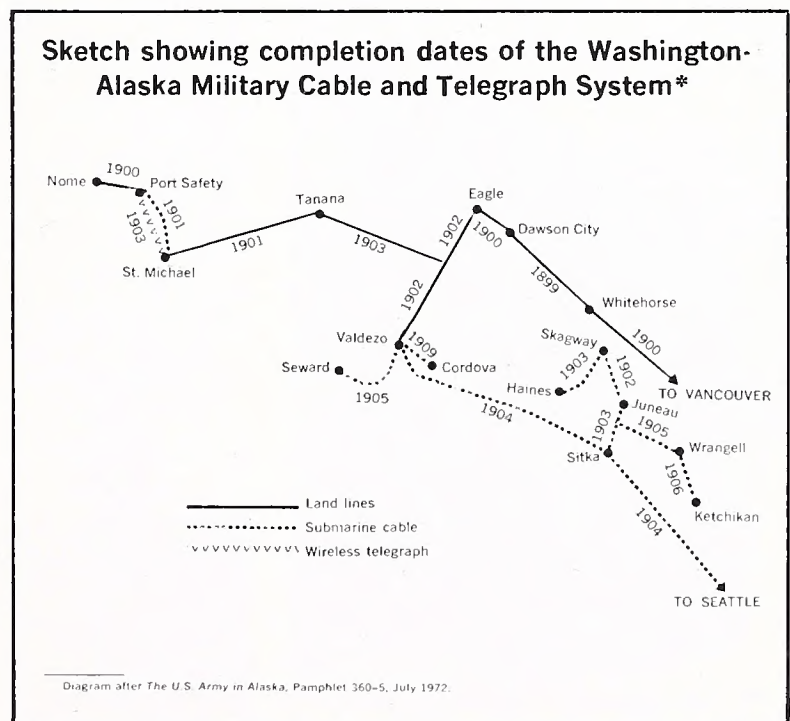
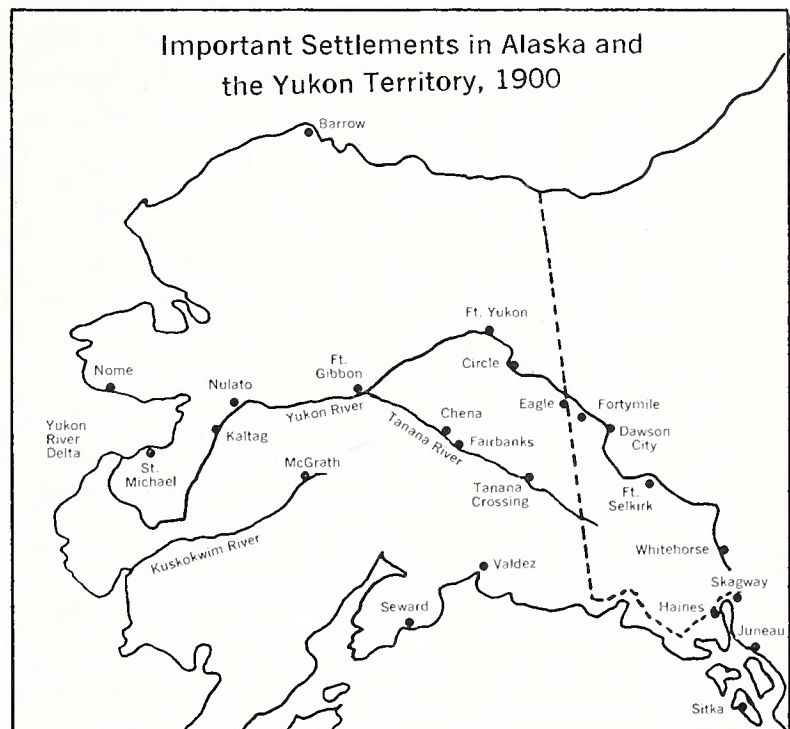
After the call was made, I thought about Elihu Root. Elihu Root was the Secretary of War in the year 1900. Things were quite different in those days. The U.S. Army was responsible for the administration of Alaska. Alaska was then still a colony of the United States. Territorial status did not come until 1912.

The Army was thinly spread—a total of 7 posts across 586,000 square miles of territory. When Secretary Root needed information from one of his commanders, it generally took a year to send and receive a reply. Even by the standards of 1900, that was slow.

On May 26, 1900, Congress appropriated \$405,550 to speed communications between Washington and the Nation's most northern outpost. The money was to provide a telegraphic link between Alaska and the lower States. The proposed system was given the impressive name of Washington-Alaska Military Cable and Telegraph System. Informally the system was known as WAMCATS. It was designed for military communication, but also intended for domestic use as well.

From a manuscript prepared by
WILLIAM A. QUIRK III

Natural Resource Specialist
Bureau of Land Management
U.S. Department of the Interior



In 1900, Federal control of the vast area of Alaska was administered by the War Department through 7 widely scattered outposts. The new telegraph system opened a vital communications link with Washington and the rest of the world.

Fort Egbert, located at Eagle, Alaska, was designated as the base for construction of the new system. The first segment of the system was completed by October. It was a small beginning. Twelve miles of line ran from Eagle up the Yukon River to the Canadian border. There the line was joined to a Canadian telegraph line running to Dawson and Whitehorse.

That short 12 miles of wire brought dramatic results. Now the Army commander at Fort Egbert could send a message to Washington and expect a reply in less than a month. To do so the telegraph operator at Eagle tapped out the message which was received in Dawson. The Dawson operator relayed it to Whitehorse. The Whitehorse operator gave the written message to a messenger who carried it overland to Skagway, Alaska. From Skagway a mail boat carried it to Seattle, Wash. The Seattle operator then sent the message by wire on to Washington, or to any other point in the lower States. The reply followed the route in reverse.

In less than a year, this system was improved when the Canadians completed the Trans-Canadian Line connecting Whitehorse to Vancouver. This made the service even faster—usually. There were complaints that the Canadian portion of the link was not reliable. In addition to the usual breakdowns, some claimed that Canadian operators were less than diligent in transmitting messages coming from the Alaska side of the border.

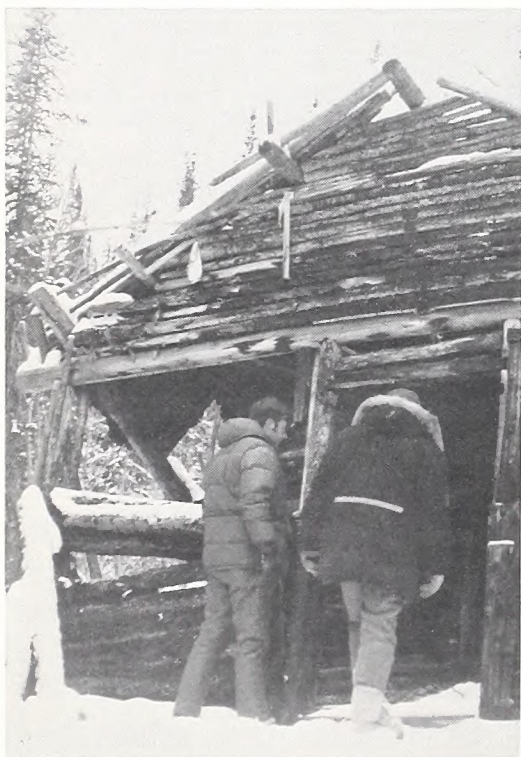
In the meantime other segments of the Alaska system

were being built. A 4-mile segment was completed between Fort Davis and Nome. Then the line was extended from Fort Davis to Port Safety, 20 miles away. In 1901, a 107-mile cable was laid across Norton Sound to connect Port Safety with Fort St. Michaels.

In that same year, a young Army lieutenant named George Gibbs led a project that completed 448 miles of line between Fort St. Michaels and Fort Gibbon. These latter segments enabled messages to pass from one post to another, but they provided no communication with the outside world. That would have to wait until the vital link between Fort Gibbon and Fort Egbert was completed. At the moment the link was stalemated while officials debated over the best route for the line to follow.

A second problem area was the link between Eagle and Valdez. This line would bring Valdez, the Prince William Sound Area, and the Copper River Valley into communication with the outside world. According to the plan, construction was to start in Eagle and Valdez at the same time and the two crews would join up somewhere between the two points.

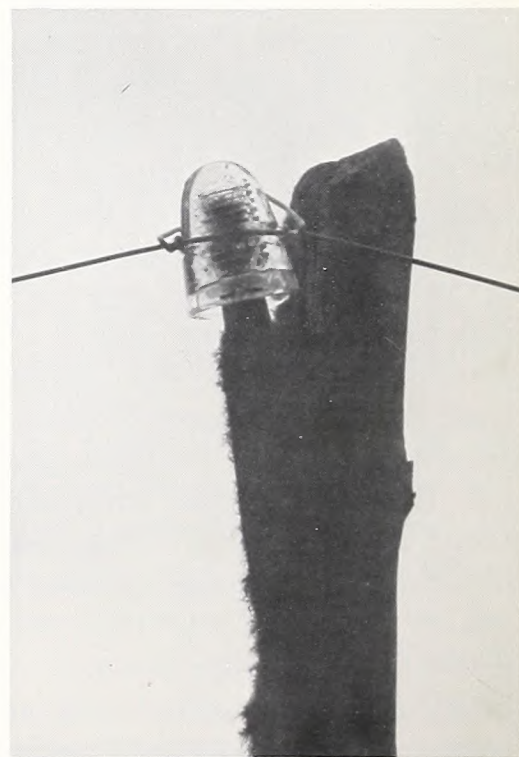
Capt. George Burnell of the U.S. Signal Corps and his crew started to build north from Valdez in July 1900. They strung 37 miles of wire before they had to slow down in the summer of 1901 because of supply difficulties. While Burnell was building his 37 miles of line, almost no work was being done on the Fort Egbert end.



Some cabins are still standing in an unrepaired and unsafe condition. This cabin was one of the original line shacks.



While there had been rumors that some sections of line were still standing, this part of the line is in such good condition that it could still be used, as is, to send and receive telegraphic messages.



After 70 years of exposure to the elements, portions of the Washington-Alaska Military Cable and Telegraph System are in such good condition that they could be used to send telegraphic messages today.

A 21-year-old Lieutenant named William Mitchell was sent to Alaska to expedite the construction. Lt. Billy Mitchell would later win national recognition as a result of his court martial over his support of military air power, and now he displayed some of the dogged tenacity that was to characterize his career in later years.

Working out of Fort Egbert, he and his men met up with Captain Burnell on August 24, 1902.

Lieutenant Mitchell next turned his attention to the vital missing link between Fort Gibbon and Eagle. On New Year's Day 1903, he left Eagle by dog sled and traveled along the Goodpaster River to the village of Big Delta where the Goodpaster River joins the Tanana River. That trip convinced him that the valley of the Goodpaster offered an excellent route for the telegraph line.

In Alaska there was always the problem of supplies. Every foot of wire, every nail, every insulator and all food and supplies needed for the crew had to be brought up the Yukon by boat during the summer. Then it had to be laboriously transported to the actual construction site—often hundreds of miles away.

Mitchell ordered 300 tons of supplies sledged from Eagle to Summit Station at the head of Goodpaster River. From there a crew started to string line down river toward Big Delta. At the same time a crew worked from a point on the Eagle-Valdez line toward Summit Station. Both segments were completed by April 1903.

Mitchell had expected a crew building line up the Tanana River from Fairbanks to meet him at Big Delta, but many obstacles had slowed the work so that a 65-mile segment between Big Delta and the Salcha River still had to be completed.

Now time was Mitchell's greatest enemy. Federal appropriations for the construction of the system ran out on June 30. He had only a few months left. Determined to complete the system and join Alaska to the rest of the world, Mitchell built boats and floated supplies down the Goodpaster as soon as the ice thawed. What he couldn't get in his boats he sent overland by pack train.

It was May 31—30 days from deadline—when Mitchell and his crew started their last sprint down the Tanana to meet up with the crews working south from Fort Gibbon. When his men ran out of meat, Mitchell sent out hunters to kill caribou and bear. Mosquitoes made life miserable for both men and animals. Mitchell had smoke fires built to drive away the mosquitoes, and the animals crowded about the fires until they were in danger of starvation because they feared the mosquitoes more than hunger.

On the 10th of June, a forest fire threatened to destroy the line. The line was saved, but after that men had to gallop their mules across smoldering embers.

In the face of all his difficulties, Mitchell beat the deadline by 3 days. On June 27, 1903, he shook hands with Lieutenant Gibbs, who led the crew working out of Fort Gibbon. The wires were spliced together and WAMCATS was a working reality. In Mitchell's own words later: "Alaska was now open to civilization. No longer was it the land of the unknown, sealed tight by the God of everlasting snow and frost. We had forced open the portal with which he shut out the white man from the North."

Mitchell had opened the world to Alaska. Now a message from Nome or Fort St. Michaels could be flashed along the tortuous course clear to Washington or New York. The line had been completed against tremendous odds—it is estimated that there was not 12 miles of wagon road along the entire line—in just 3 years time.

Maps were no help. Most of the areas they crossed with the line were then marked "unexplored."

In 1903, Congress appropriated an additional \$485,000 to connect Juneau, Sitka, and Seattle with a sea cable. This project was completed in 1904. A third appropriation provided for a sea cable between Juneau and Valdez and that was in operation by October of 1904.

The line was complete, but maintenance was a continuing problem. During one single year, there were more than 200 interruptions in service. The causes were divided among blizzards, forest fires, sleet storms, high winds, and vandalism by Indians.

To provide maintenance, the Army built log cabins every 40 miles along each segment of the line. Each cabin was manned by a Signal Corpsman and two soldiers who served as his assistants. In winter the men had a seven-dog sled team to travel over the snow. Relief cabins were built between the regular cabins so that the men could find refuge if a sudden blizzard caught them too far from their main base.

When there was a break in the line, a repair crew started out from the cabins on either side of the break. The crew that reached the trouble first repaired it then waited until the crew from the other cabin arrived. Each crew then returned to its own cabin.

Today, nearly 70 years after the line was finished, line station buildings, maintenance cabins, and telegraph poles, many with segments of wire still intact atop their glass insulators, are still standing on National Resource Lands. All structures are now protected under the 1960 Antiquities Act. □



BLM Director Curt Berkland dedicated the Way Station on October 26, 1974.

BARSTOW WAY STATION

By **JERRY HARRELL**
Public Affairs Officer
BLM State Office, Sacramento, California

THE WAY STATIONS along the westward trails in pioneer days were places offering rest and refreshment from the journey, news of the trail ahead, and information about the country and conditions that awaited the traveler. The Bureau of Land Management way station provides much the same service for today's desert traveler, primarily the recreationist seeking a change of pace from modern urban life. Exhibits and materials provide information, education, and interpretation of the desert and the myriad natural resources found there.

The Barstow Way Station is the first in a series



The portal of the Way Station beckons desert visitors.

BLM provides information for visitors to California desert

planned way stations at key points throughout the California Desert. It was dedicated and opened to the public on October 26, 1974. The Barstow Way Station, located on Barstow Road just off Interstate 15, is the headquarters of the BLM High Desert Resource Area and desert rangers operating in that area. Its exhibits inform visitors of the lands, resources and attractions of the High Desert.

Through these exhibits and handout materials, the way station provides the public information and education that are the cornerstones of the BLM's "people management" program for the desert.

A large diorama shows points of interest and other exhibits offer information on plants, wildlife, such cultural resources as early Indian artifacts and history of the desert. Recreationists are warned of the desert's natural hazards, such as flash floods, intense heat and vast distances, as well as manmade threats such as abandoned mine works and unexploded bombs and shells from past military maneuvers. In addition to hazards, visitors are informed of sources of emergency assistance and desert survival techniques. Information is also available on seasons of use, regulations, fees and management policies.

Inside the Way Station, exhibits provide the desert visitor with information about desert ecology, history and ancient cultures.



BLM Director Curt Berklund, in his dedicatory address for the way station, said, "The Barstow Way Station, like our Desert Ranger Force, embodies a concept of land and resource management.

"Briefly stated, this concept is: That provided information, education and assistance, those who use the desert and all the national resource lands will act responsibly.

"Conservation of these lands and their great resources is not simply the job of the BLM ranger or resource specialist, but of all the people of the nation and most particularly those who use the desert environment."

J. R. Penny, former California State Director for BLM, noted that the ranger force, way stations, and desert planning program were proposed as the result of the Bureau's studies of the California Desert in 1968 and 1969.

"The Way Station has developed from concept to reality in 6 short years," Penny said. "In that same period, recreation use of the national resource lands of the desert has doubled, proving the validity of that concept."

DESERT RANGERS

The role of the desert ranger is that of ambassador of good will for programs of environmental protection and natural resource management. The tools of his trade are information, education, and interpretation. BLM hired its first ranger in 1972, and the first full class of rangers completed training in 1974. The Department of the Interior is seeking law enforcement powers for BLM from Congress, including arrest and citation authority. This is viewed as vital to performance of the Bureau's mission, but the desert ranger's role is not likely to change even when such authority is forthcoming. The ranger's primary job will be to seek com-

pliance with sound conservation practices through informing and educating users of the desert and other national resource lands.

CALIFORNIA DESERT PROGRAM

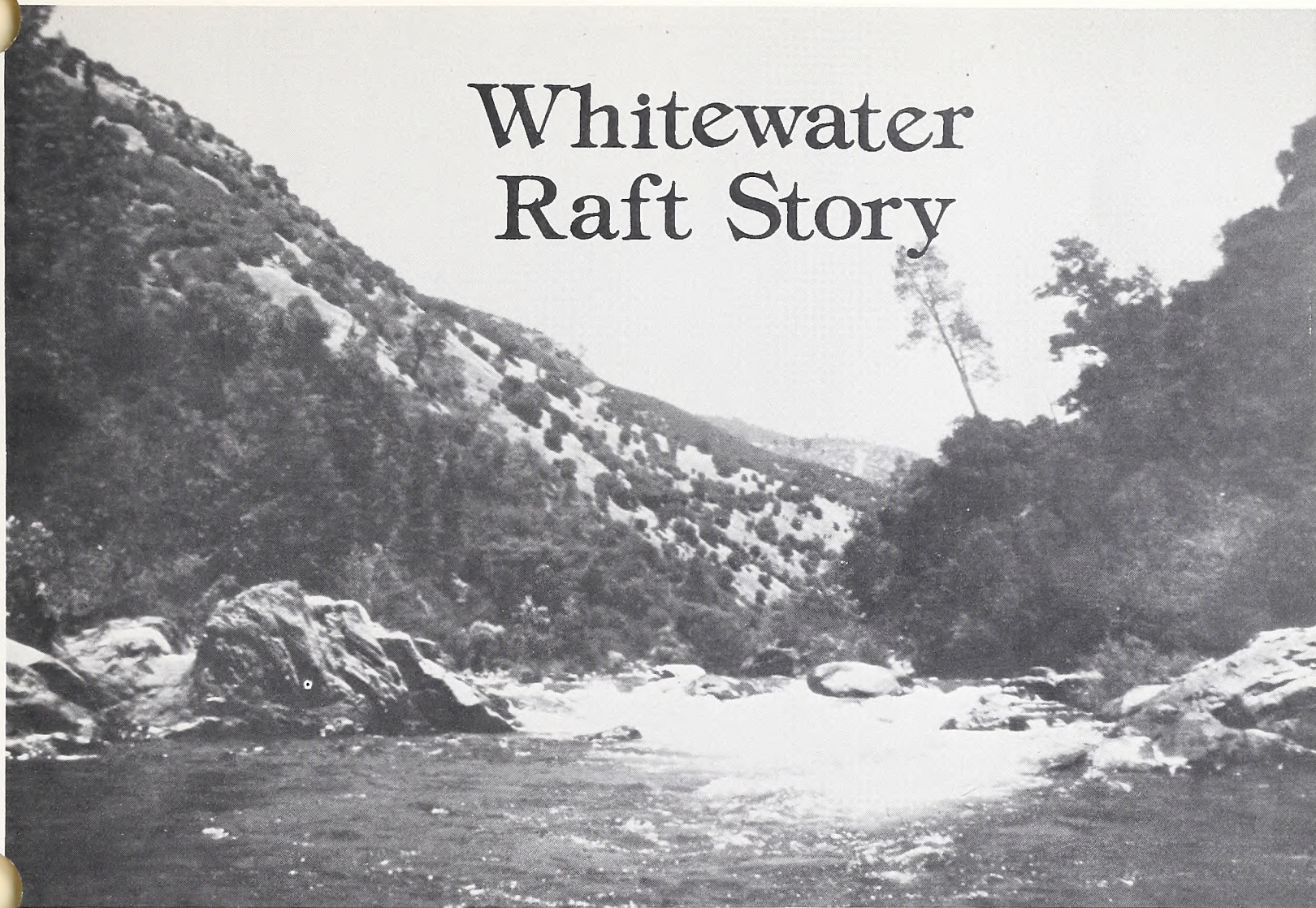
BLM administers more than 12 million acres, or about one-half the total of the California Desert. Recreation use, nearly three-fourths of it involving motor vehicles such as dune buggies, four-wheel drive vehicles and motorcycles, grew from some 4.9 million visitor days in 1968 to more than 13.2 million by 1973—almost tripling in 5 years.

The California Desert program developed from BLM's initial study of the desert in 1968. It consists of concurrent elements of interim critical management and long-range planning. The interim management includes the way stations, the desert ranger force and measures to protect users and threatened resources and to alleviate conflicts among various uses. The planning phase is aimed at developing a comprehensive plan for the management, protection and use of the national resource lands of the California Desert.

Many people participated in formulation of the desert program, including off-road vehicle enthusiasts, rockhounds, campers, miners, scientists and State and local government officials, and BLM invites continued public participation.

Director Berklund, in dedicating the Barstow Way Station, said, "We are moving to meet the needs of people seeking recreation on the national resource lands, while also providing the management of people's uses of these lands in order to protect the basic values people are seeking from the desert . . . in a very real sense, we are not dedicating just a building today, but a concept of land and resource management." □

Whitewater Raft Story



We float quietly through languid pools, but slowly the pull of the whitewater draws us forward with increasing speed until suddenly the raft erupts into plunging motion that shoots you through the rapids at a mad gallop. It is this contrast of easy drifting and violent action that gives the trip its appeal to old and young alike.

"It is with rivers as it is with people; the greatest are not always the most agreeable nor the best to live with."—Little Rivers, Henry Van Dyke.

* * *

"There's no music like a little river's. It plays the same tune (and that's the favorite) over and over again, and yet does not weary of it like men fiddlers. It takes the mind out of doors; and though we should be grateful for good houses, there is, after all, no house like God's out-of-doors."—Prince Otto, Robert Louis Stevenson.

* * *

By **DICK HARLOW***

Information Specialist
BLM District Office, Bakersfield, Calif.

*At the time of the Stanislaus River trip, Dick Harlow was working at the Folsom, Calif., District Office, and living in Sacramento.

THE WEEK BEFORE we were to take our long-awaited family whitewater raft trip down California's picturesque Stanislaus River seemed like a year in prison.

Somehow during that August week, the normal pressures of urban living seemed more difficult to endure than usual.

By Friday, both my wife, Colleen, and I were more than ready to chuck the workaday world with its familiar white-collar job tensions, money worries, standard domestic problems, and traffic congestion, and head for the hills.

We had saved all year for a raft trip down the Stanislaus rapids, a 2-day ride that friends who had taken the trip earlier had described in glowing superlatives.

The rafting excursions are operated by the Stanislaus River Recreation Association, a group of 12 private firms, under a land-use permit issued by the Interior Department's Bureau of Land Management.

Cost of the raft trip for two adults and two children was \$200 and included the services of a boatman ex-

perienced in running the rapids, use of a big Avon professional raft made especially for wild water rides, camping facilities, and meals.

So it was that early Saturday, with the sun just over the horizon, parents and sleepy-eyed sons Chawn, 6, and Lyle, 3, piled into the Harlow sedan for the 2½ hour drive to Parrots Ferry, the rafters' staging area.

I can't say we were immediately able to put workaday tensions behind us.

The steep, winding two-lane roads leading to Parrots Ferry were clogged with cars, and some drivers seemed as ill-mannered as their brethern on Sacramento's freeways during the morning rush hour.

The Parrots Ferry parking lot resembled a football stadium parking lot half an hour before a sellout game. Hordes of raft trip customers milled aimlessly about among dozens of haphazardly parked automobiles and campers.

After what seemed an interminable wait, we boarded a bus for the ride to Camp Nine, a "put in" site so named because it is 9 miles upriver from Parrots Ferry.

At Camp Nine, there was another elbow-to-elbow crowd scene.

But beyond the throng, the Stanislaus flowed past, placid at this point, and, spirits rising, we walked over to meet our boatman.

His name was John Benedict, and he was a stocky, bespectacled, well-muscled man in his mid-twenties with unruly hair and an air of self assurance.

Benedict grinned, thrust out a calloused hand for a firm handshake, and said, "We're ready to go when you are."

With growing excitement, we inspected the 14-foot-long gray butyl rubber raft at bankside. The raft's seats looked comfortable enough, if strictly utilitarian. Two 9-foot steering oars located amidships would be used by our boatman to position the raft for proper entry into each rapid.

Benedict assured us that the raft could safely accommodate one person more than our total of five. To me, the Avon looked eminently riverworthy, but I could see that Colleen was reserving judgment.

After buckling on lifejackets, we boarded the raft, and, moments later, drifted away from shore.

The weather was typical for the Mother Lode Country in late summer—sunny with a clear blue sky and temperatures in the low 80's.

During the first 10 minutes on the water, John Benedict told us he was a forestry student at the University of California, and considered being a boatman the best possible summer job he could have landed.

Asked to elaborate, he said, "It's demanding work but it's a pleasant environment. I can't stand being cooped up in an office. On the river, I'm my own boss."

He paused, thought about it, then added, "Anyhow, I like being around people who are enjoying themselves."

Among other facts, we learned that an estimated 32,000 private and commercial rafters floated the Stanislaus River during 1973, and that nearly 80,000 "visitor use days" were recorded there for rafters, kayakers, fishermen, swimmers, picknickers, recreational gold panners, and others.

Chawn, however, was more interested in when we would come to the first rapid.

"That'll be Cadillac Charlie," Benedict said. "Used to be a rusty old Cadillac sitting right in the middle of the river, but about a year ago some dude named Charlie got the idea it was an eyesore and a hazard to navigation and dislodged it."

Then mindful of his duty to occasionally reassure first-time rafters, he quickly added, "Cadillac Charlie's one of our easier rapids so you can just relax and leave the driving to us."

Approaching our first rapid, Colleen and I checked to make sure the boys' lifejackets were firmly buckled and that the youngsters were securely wedged between adults and the gunwale.

A few minutes later, as John Benedict intently worked the steering oars, our raft slid into Charlie's fast-moving current, the oars were hauled inside, and we suddenly were at the mercy of the river.

We gripped the seat struts with white-knuckled fists—scared out of our heads, yet tremendously exhilarated—as the big Avon skidded and bobbed through the churning eddies, paused in its mad race downstream, then exploded into a skidding, veering plunge at breakneck speed into a seething, foaming trough, pausing momentarily again to spin slowly before resuming its violent journey.

Just as suddenly, we were in calm water once more. Colleen was tight-lipped, but bright-eyed. The boys babbled excitedly. Fearless, I thought wryly, absolutely fearless.

The workaday world of job tensions, overdue bills, and bumper-to-bumper traffic seemed far away. We floated easily downstream, curiously relaxed and in complete harmony with our surroundings.

The section of the Stanislaus basin which we were passing through is largely granitic, and the riverbed configuration lends itself to frequent falls. Farther downstream, the terrain consists largely of limestone.



We discover pools along Rose Creek that harbor their own communities of living creatures. Each is a mini-environment with its own peculiar fauna and flora and its own intricate web of interrelationships.

formations better suited to flatwater boating and rafting.

The river at this point flowed between steep, brush-covered canyon walls. Digger pines grew freely on the slopes and boulder-strewn banks.

Presently, Benedict interrupted our reverie to tell us that, if we thought Cadillac Charlie was exciting, we'd really get a kick out of the next rapid, Death Rock.

He explained that Death Rock is a series of fast-running falls surrounding a large, ominous-looking rock. During high water in late spring or early summer, he said, rafters are able to make a "clean run" to the right of the rock. Since we were making our trip in late summer when the water level was low, we would be forced to pass through one of the chutes at the top of the falls to the left of Death Rock.

After passing through a small rapid under a suspension bridge, we entered the left chute. Once more, the savage current took the Avon, and the bobbing, careening violent ride we had taken through Cadillac Charlie was repeated on a larger scale. My dominant thought during the breathtaking run: *We'll never make it all the way . . .*

As we emerged from the cascading whitewater area, Benedict casually remarked that probably more two-to-

six-man rafts flipped in the Death Rock rapid than in any other on the river with the exception of the hazardous Sierra Club rapid farther downstream.

"Of course," he added by way of mollifying us, "most of the ones who flip are private rafters who don't know the rapids or understand water hydraulics."

"Entering a rapid is a lot like landing a plane on a landing strip. Nobody else should be in the area or you can have a collision and serious injuries."

"Once a raft is making its approach to a rapid, it's almost impossible to abort the run. The river provides the thrust. We steer the raft into the chute, then pull the oars in and let the river take it."

"No amount of strength can brake a raft after it's headed into a Stanislaus River rapid."

After Death Rock, we can look forward to running a dozen more rapids.

Among these, are the Devil's Staircase, a steep drop-off providing a safe, clean run and good waves; Bailey Falls, known for its left-hand turn or "hook" in the middle of the dropoff; the Widow Maker, considered dangerous only at high water; Mother, so-named for reasons we never did learn; and Razor Back.

As we shot rapid after rapid, our confidence grew, and we found ourselves becoming bored with the inter-

vals of drifting and eager for the raft to plunge into the next series of seething falls.

In some long chutes, the river was forced into extremely narrow channels under high pressure, adding to the current speed. Occasionally, we shipped a lot of water, and had to remove it after the run, using bail buckets.

Our boatman told us that many rafters lose bail buckets or oars running the more difficult rapids, but usually are able to retrieve them in calmer water downstream.

About 4½ miles downstream from the starting point, we arrived in the Rose Creek area, where we beached the raft and tried our land legs. After a short hike, we rested, and Benedict suggested that we take a swim in the nearby Rose Creek rapid "so you'll know how strong rapids are and can handle yourselves in case the raft flips." He assured us it was safe to swim there. Colleen and I tried it and had no problems.

While Benedict prepared lunch, the rest of us took an easy hike up Rose Creek. The trail took us past several beautiful, placid pools that are ideal for swimming to a point with a fine view of magnificent waterfalls.

Returning to the riverbank, we gorged ourselves on hot roast beef sandwiches and soup heated on a Coleman stove, potato salad, carrots, beer, soda pop, and hot coffee. The meal might not have seemed like much at our friendly roadside diner, but in the wilderness it tasted like the main course at Antoine's.

Following a brief catnap (while the boatman cleaned up the lunch mess), we climbed back into the raft and headed for the next rapid, an easy stretch of riffles and falls.

As we drifted toward the Chinese Camp area, where we would sleep overnight, Benedict discussed a future threat to recreation on the Stanislaus River that was much on his mind.

That threat was the proposed New Melones Dam, which could flood the entire whitewater stretch on the Stanislaus below Camp Nine as well as much flatwater downstream from the rapids. Present plans call for the dam to be built and its reservoir filled by 1982.

"Tell your friends," John Benedict said, "if they want to bring their kids out to ride the most popular whitewater river west of the Mississippi, they'd better do it in the next few years."

Ten minutes later, we rounded a river bend and the awesome limestone cliffs near Chinese Camp loomed before us.

"Now," Benedict said grinning, "you can say you're whitewater rafters."

The ride on the river had consumed only 3 hours, though it had seemed much longer. Dinner by campfire that night consisted of barbecued steak, corn, potatoes, and fresh fruit, and good conversation. No tensions, no worries.

I thought about something Benedict had said after we had gone through a particularly rough rapid. "Shooting the rapids is a natural thing. You have to understand the laws of Nature to survive. Riding a motorcycle is thrilling, too, but it's not the same." And, I felt very lucky.

We slept soundly Saturday night, arose early and breakfasted on bacon, eggs, cereal, and cantaloupe. Back on the river, we drifted languidly downstream, pulling into shore when we felt like it to swim, engage in family waterfights, explore limestone caves like latter-day Huckleberry Finns, and take snapshots of each other and the great outdoors.

Near the junction of the South Fork and the Main Fork of the Stanislaus, we came ashore for lunch of cold cuts, fresh fruit, nuts, and bread. And, we discussed the one remaining major rapid we would soon negotiate.

The Sierra Club rapid is considered the toughest, most dangerous stretch on the river in August by many aficionados because the lowered water level reduced it to a narrow chute followed by a treacherous waterfall that can quickly overturn a raft. Then there is another swiftly flowing chute.

The Stanislaus boiled up around the Avon. The raft jittered and skidded through the swirling waves. The familiar feeling of exhilaration returned. But this time, veteran rafter that I had become, I had no doubts that we would make it.

We emerged from whitewater about a mile from the "take out" staging area, and arrived at Parrots Ferry at about 3:30 Sunday afternoon.

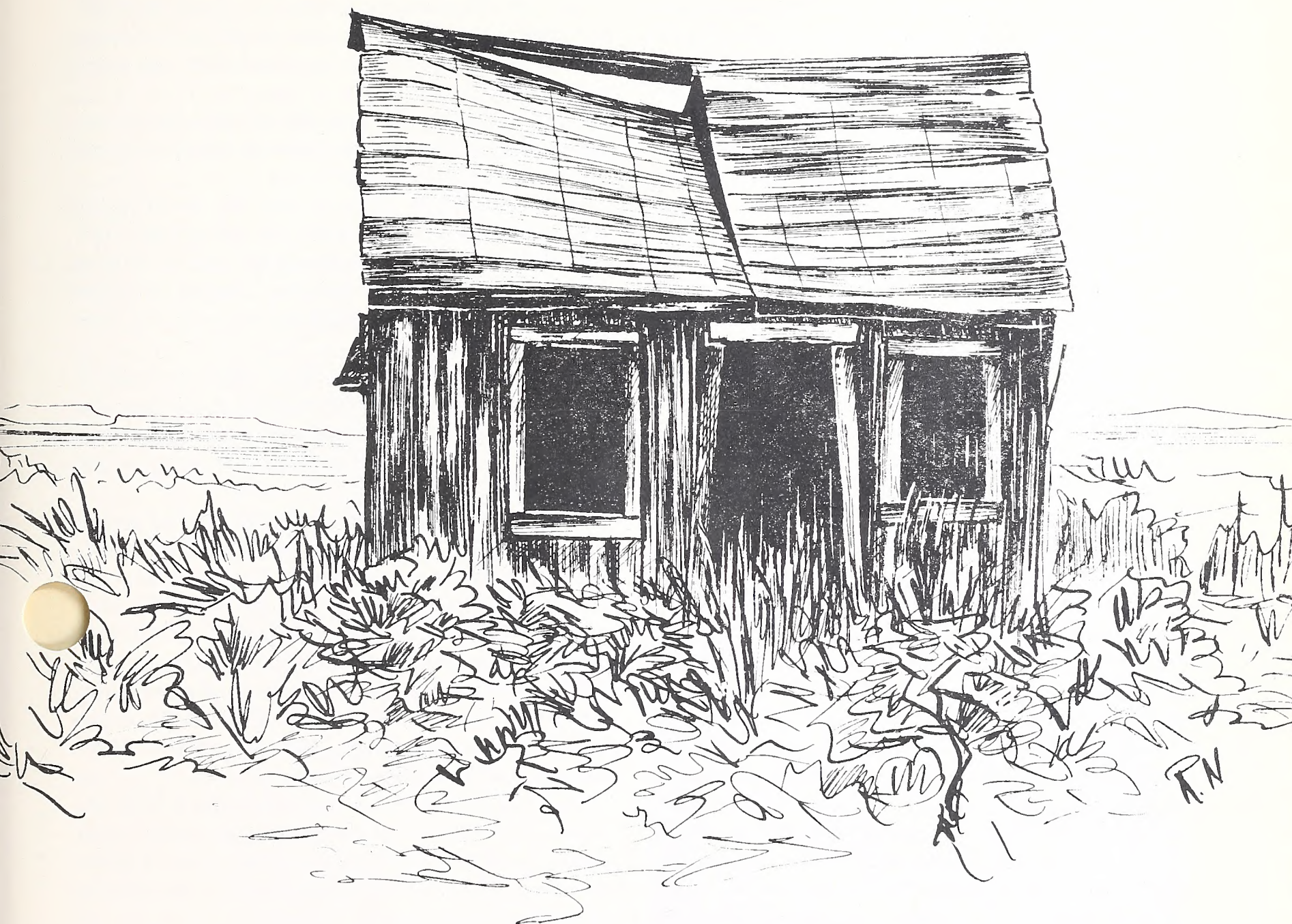
Driving home, the real world traffic somehow seemed easier to bear. Even the few thoughts that crossed my mind about going to work Monday morning seemed of small consequence.

Summing up our great adventure later, Chawn said, "That was fun. When can we do it again?" The boys' only complaint: Cold, wet feet while on the river.

Colleen's verdict: "What an experience! I'd like to go back there." Her only concerns: The children's safety during the first part of our ride and the trip's cost.

My feelings by now are well known to friends and office colleagues. To me, there is no experience in the world quite as rewarding as whitewater rafting on the Stanislaus River with my family. And, we are going to do it again. □

A complex set of circumstances would dog
Entryman Canfield's application for desert land.



70 YEARS TO PATENT

By **JOHN E. GUMERT**

Public Information Specialist
BLM State Office
Portland, Oreg.

IT WAS ON September 29, 1904, that fledgling farmer Lawrence M. Canfield, 21, filed his Desert Land Entry Claim for land in Umatilla County, Oreg., with the Federal Government. Seventy years later, the Government issued a title to 41 acres of this land in Canfield's name.

When he rode the 4 miles east from Umatilla in that fall of 1904, young Canfield probably didn't visualize the thick Government file that would accumulate, or the time that would pass before the Government acted on his claim. He was young, and, according to his application, "a student, single, and a native born American." He wanted a piece of the boundless public domain for his own to farm, to provide a legacy for his yet-to-be-born heirs in the developing State of Oregon.

What followed was a story of tangled regulations, unfilled promises of water development and a history of socio-economic problems of the first three quarters of the 20th Century.

After Canfield filed his "Declaration of Applicant" for 322.47 acres of land with the U.S. General Land Office in LaGrand, Oreg., he started to develop the farm. A statement of Miles E. Pearson, age 24, a carpenter, was a part of Canfield's application. Pearson declared, "I am well acquainted with the land, I have frequently passed over it; it contains no bodies of water, and it produces a natural growth of sagebrush and cactus."

Pearson also swore to the character of Canfield and to the fact that there was no "vein or lode of quartz or other rock in place bearing gold, silver, cinnabar, lead, tin, copper, or coal." Pearson's statement was duly stamped CASE 440 by the Land Office Recorder.

According to the file, Canfield spent \$325 in the first year of his entry. The money was paid to the Cold Spring Irrigation Ditch Co. "to build ditches to carry water from the Umatilla River to irrigate said land."

In 1906, Canfield's difficulties started. The irrigation company had not yet been able to fulfill its promise to deliver irrigation water. He decided that, since water to irrigate 322 acres was going to be hard to get, he would give back part of his claim to the Government. In December, he signed a relinquishment and gave back 160 acres to the Government. He also asked for an extension on time to "prove up on his claim." Since the water was not yet available to irrigate his crop, he couldn't meet the Government requirement for a patent (or title) to the land.

In the request for extension he said, "owing to the light character of the soil, prevailing winds, either clearing or cultivation of the land prior to water being available cannot be done without injury both to the entry and to adjoining land."

Canfield was allowed an extension. Meanwhile, with the passage of the Reclamation Act of June 17, 1902, the Federal Government had entered the irrigation development business.

Canfield's hopes for his farm in the desert must have soared when he heard that the Government was

now going to help the Western farmer get irrigation water. His claim was soon placed under a reclamation withdrawal, a Government procedure which was primary to development of a water system.

In Canfield's "annual proof" filed March 26, 1907, he stated that he had now spent \$8,000 in developing his farm. He also said that he didn't have any water yet.

In 1908, the Umatilla River Water Users Association took a lien on the land "to secure to the Government the cost of my water right."

In October 1909, Canfield, now 26, stated in his annual proof that he had built "30 rods of ditch at a cost of 90 cents per rod" and had cleared "25 acres of sagebrush at a cost of \$3 per acre." Still no irrigation water, but surely it wouldn't be long now, he must have speculated.

In 1910, according to the file, Canfield assigned 41 acres of his claim to a neighbor, Ervin H. Gardiner. He also cleared another 20 acres of sagebrush and planted 14 acres of grain, which cost the struggling farmer \$28.

In May 1911, apparently becoming discouraged at the failure of the Government and the private water developers' efforts to deliver water to his land as promised, he assigned another tract of his original 322 acres to Oliver A.C. Ruffner. This left Canfield with 81 dry dusty acres, still without water or clear title.

The name Ellen C. Canfield now appears in the file, without notation of her kinship. Perhaps the young farmer had now acquired a wife to help him in his efforts to build a farm in Oregon.

On December 11, 1911, the General Land Office accepted Canfield's "final proof" on his Desert Land Entry, but the Government could not grant a patent because the farm still was not irrigated under the terms of the law.

In 1917, Canfield, apparently becoming weary of his struggle to develop a farm without water, relinquished all but 41 acres back to the Government.

Were his thoughts, "41 acres is a large enough farm; besides I'm not as young as I used to be"? Was he bitter at the Government, the water districts, the land promoters, and the others who were promoting farming in this dry area of the State?

History doesn't record his thoughts, but an indication of frustration may be seen in his terse signature on the relinquishment: "L. M. Canfield." The required official signature, "Lawrence M. Canfield," is added at the bottom of the page.

From 1917 until 1932, little is recorded in the Canfield case. The Government did not issue a patent

the land. No one seems sure whether water ever became available, but apparently it didn't. County records are not clear as to what happened. No doubt the sagebrush and cactus kept growing.

On November 17, 1932, the records came alive again with the entry of a conveyance from Canfield to a Joseph M. Skrable. Apparently Canfield, now a man nearing 50 in the midst of the Great Depression, had realized that the hope of a farm all his own would never become a reality. The Government file does not record anything else about the life and work of Lawrence M. Canfield.

In 1969 the county apparently sold the property, still without a patent from the Federal Government, to Evelyn K. Brown.

The U.S. Bureau of Land Management, successor to the General Land Office, has recently cleared its books of Case 440, which had been renumbered LaGrande 01307, by issuing a patent in the name of "Lawrence M. Canfield, original entryman" for 41.23 acres, and delivering it to the district attorney for Umatilla County. The county will dispose of the land under Oregon law, and it finally will be in private ownership.

Why did it take 70 years from beginning to end of this land title case? "It was a complex set of circumstances," said Virgil O. Seiser, BLM's Chief Land Adjudicator in Oregon. According to Seiser, there were many new and different laws and regulations enacted during this period of time. Many of these affected and interacted with prior laws.

There were many land promoters who offered false hope of development of farm land. There were numerous water districts and ditch associations which formed, acquired liens, and then vanished.

"To really understand everything which happened to affect this particular piece of land is impossible at this late date," said Seiser. "We have decided that disposition to the county is the most feasible and equitable means to pass title from the Federal Government."

BLM in Oregon has nearly a dozen similar cases in the Umatilla County area which involve the same complex history. Most of these are at a deadend, because people who filed the original applications in the early 1900's are dead, and their descendents have long since moved or otherwise become all but impossible to locate.

Names which have become "deadends" for Umatilla County Claims for BLM are Frank W. Moore, William O. Rotramel, Susanna Barthel, Norman D. Loghlin, Jesse C. Hostetler, Margaret Johns, William O. Ericson, and Amanda J. Keller. These people began desert land entries or homestead entries prior to World War I.

BLM is now in the process of issuing patents in the

names of these entrymen of record. The patents will be delivered to the Umatilla County District Attorney for recording.

Lawrence M. Canfield would be 91 years old now. Possibly he is still living. If so, wherever he is, he is probably wondering if anyone ever got a clear title to his little farm in Oregon.

Sagebrush and cactus still grow there, and water is scarce! ☐



Kiger Gorge Area. On February 28, a Federal District Court in New Mexico, on an appeal by the New Mexico State Livestock Board, declared the Wild Horse and Burros Act unconstitutional. The Department of the Interior has asked and was granted a stay of judgment pending an appeal of the Court's decision.

Corridors and Rights-of-Way

The Bureau of Land Management has issued a report entitled "Multimodal Transportation and Utility Corridor Systems in Alaska: A Preliminary Conceptual Analysis" that identifies corridors that could contain Alaska's future transportation modes and facilities. The report is available from BLM's Alaska State Office, 555 Cordova Street, Anchorage, Alaska 99501.

The Department of the Interior has proposed a change in its regulations that would allow BLM to recover the real costs of issuing rights-of-way across public land and on the Outer Continental Shelf. Present regulations call for only a \$10 filing fee to be paid at the time the application is filed.

A second regulation change would prohibit those holding a right-of-way across National Resource Lands from granting other agencies use of the right-of-way. If, for example, a State held a right-of-way to build a road across BLM land, it could not allow utility lines, pipelines or other structures to be built within the road right-of-way unless that specific use had been granted by the Department of the Interior.

The Department of the Interior has revised and updated policies and responsibilities in fire control in a new Departmental Manual entitled "Wildland Fire Control and Management." It replaces a former manual entitled "Forest and Range Fire Control."

"Public Land Statistics 1973" is now available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The cost is \$1.70.

The Last of the Land Scrip

Soldiers Additional Homestead Scrip, dating back to the post Civil War period, became null and void on January 1, 1975. It was the last of many issues of land scrip to expire. The practice of issuing land scrip to military veterans started during the Revolutionary War, and it was continued through the Blackhawk Indian War. During the Civil War no scrip was issued except to those veterans who homesteaded less than 160 acres of public land. In those cases the veteran could get scrip to bring his total land holdings up to 160 acres.

States Share \$119.3 Million in Public Land Payments

Since August 23, 1974, States and 15 counties that share in funds from National Resource Lands have received a total of \$119.3 million. The first payment of \$73.7 million was mailed in August, the second, amounting to \$45.5 was mailed in January. The latter mailing included \$279,000 sent to 15 western counties having Bankhead-Jones lands. □





Adjoining landowners have first rights in purchasing public land advertised for sale, and in many cases will prefer to exercise this right.

This is a compilation of the most up-to-date information possible on up-coming sales of public lands by State Offices of the Bureau of Land Management. For details of land descriptions, prices, and other information pertinent to sales, you must write the individual State Office concerned. In most cases, there are adjoining landowners who have statutory preference rights and may wish to exercise them to buy the land. Sales notices will point out, insofar as possible, problems relating to (1) access, (2) adjoining owner preference rights, (3) small-tract sales limitation of one per customer, and other pertinent information. When possible, all sales are scheduled far enough in advance so ample notice can be given in Our Public Lands. Sales listed can be canceled on short notice for administrative and technical reasons. A listing of BLM State Offices with addresses is found on this page.

Eastern States

Virtually no public domain lands in the Eastern States are available for public sale. Should any of these lands become available in the future, sale notices will be listed when the sales are scheduled. The Eastern States include all States east of North Dakota, South Dakota, Nebraska, Colorado, and New Mexico.

Alaska

Public lands in Alaska are not available for sale at this time. Future public land sales will be announced in this space when scheduled.

Oregon

3.37 acres, identified as Parcel No. 1, OR 11374, located 13 miles southeast of Oregon City in Clackamas County. Tract is long and narrow and topography is level to rolling. Vegetation is mainly native brush, grass, and young Douglas fir trees. Tract is partially encumbered by county roads which provide legal access. Appraised at \$2,000. Sale on August 5, 1975.

3.32 acres, identified as Parcel No. 2, OR 11374, located 13 miles southeast of Oregon City in Clackamas County. Tract is long and narrow and topography is level to rolling. Vegetation is mainly native brush, grass, and young Douglas fir trees. Tract is partially encumbered by a county road which provides legal access. Appraised at \$2,000. Sale on August 5, 1975.

3.30 acres, identified as Parcel No. 3, OR 11374, located 13 miles southeast of Oregon City in Clackamas County. Tract is long and narrow and topography is level to rolling. Vegetation is mainly native brush, grass, and young Douglas fir trees. Tract is partially encumbered by a county road which provides legal access. Appraised at \$2,000. Sale on August 5, 1975.

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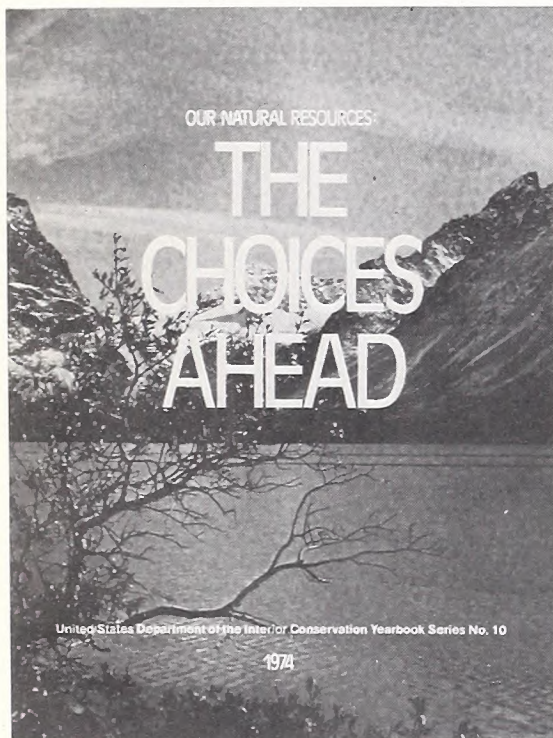
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